PROPOSALS.

ass No. 1. Ciothing; class No. 2. Hats, boots, and shoes; class 3. Provisions; class No. 4. Groceries; class No. 5. Dry goods; No. 6. Bread, &c.; class No. 7. Tobacco; class No. 8. Miscellas; class No. 9. Hardware; class No. 11. Paints, olfs, &c.; class 14. Lumber; class No. 15. Provender; class No. 16. Firewood.

Class No. 1. Brinks; class No. 2. Stone; class No. 3. Yellow-pine limber; class No. 4. Yellow-pine lamber; class No. 5. Oak, hardwood, timber, and limber; class No. 6. White-pine, sprace, juniper, and cypross; class No. 7. Lime and lesir; class No. 8. Cement; class No. 8. Gravel and sand; class No. 18. Iron; from nails, and spikes; class No. 18. Stod; class No. 18. Pig fron; class No. 14. Files; class No. 18. Yaluts, oils, &o.; class No. 16. Sing class No. 18. Stationery; class No. 18. Syrm oil; class No. 18. Ilardware; class No. 18. Stationery; class No. 19. Firewood; class No. 20. Hay and slaw; class No. 21. Provenier; class No. 22. Charcoal; class No. 23. Belting; packing;

Claus No. 1. Bricks; class No. 2. Stone; class No. 3. Yellow-pine limber; class No. 4. Yellow-pine limber; class No. 6. White-pine limber and limber; class No. 7. Lime; Class No. 8. Cement; class No. 9. Sand; class No. 11. Iron, iron nails, &c; class No. 12. Steel; class No. 14. Files; class No. 15. Paints, oil, and glass; class No. 15. Ship chantlery; class No. 16. Spern oil; class No. 17. Hardware; class No. 18. Stationery; class No. 19. Augers and centre-bits, class No. 18. Stationery; class No. 19. Augers and centre-bits, class No. 18. Charcoat; class No. 25. Provender; class No. 22. Charcoat; class No. 25. Pig iron; class No. 26. Iron roof.

PENSACOLA.

PENSACULA.

Class No. 1. Bricks; class No. 2. Grantio; class No. 3. Yellow-pine lumber; class No. 4. Yellow-pine lumber; class No. 5. Hard wood, timber, and lumber; class No. 6. White pine, juniper, codar, and cyross lumber and timber; class No. 7. Lime; class No. 8. Centernt; class No. 9. Clay and sand; class No. 10. Slate; class No. 11. From, iron mils, and spikes; class No. 18. Slose; class No. 18. Sport oil; class No. 18. Ship clausidery class No. 18. Paints, oils, and glass; class No. 18. Ship clausidery class No. 19. Sport oil; class No. 17. Hardware; class No. 18; Stationery; class No. 19. Firewood; class No. 20. Hay; class No. 21. Frowender; class No. 23. Bidling, packing, how, 8c; class No. 25. Iron cactings; class No. 25. Augers.

The schedule will state the times w thin which articles will be re-

The Washington Anion.

VOL. XIV. NO. 86.

BALTIMORN, May 8, 1858.

PARTHORS, May 8, 1858.

NEW ARRANGEMENT.

GREAT SOUTHWISTERN ROUTE via ORANGE AND ALEXANDRIA RAILROAD.

From WASHINGTON CITY to Virginia, Tonnessee, Georgia, Alabama, Mississippi, Louisiama, Arkansas, and Texas.

Through Tickets can be obtained at the great Southwestern Railroad office, corner of Pennsylvania avenue and Sixth atreet, Washington, on board of the Seasu Ferry Road George Page, or at the Office of the Orange and Alexandria Railroad, at Alexandria.

To Richmond, Danville, Lynchurg, Bristol, Kaevville, Dalton, Albarta, Chathanosa, Nashville, Huntaville, Grand Junction, Mon ohe Monigomery, and New Orleans.

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JAMES A. EVANS, Agent, Washingt

TRAVELLERS' DIRECTORY.

WASHINGTON CITY, SUNDAY, JULY 25, 1858.

NEW YORK ADVERTISEMENTS.

, without key.

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Nos. 135, 137, and 139 Water street, and
No. 251 Broadway, corner Murray st., Now York.
Y. CUYLE & Ch., Agonts
Washington, D. C.
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Richmond, Virginia.

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CORNER PINE AND NASSAU STREETS, NEW YORK, SSUE circular notes and credits for travellers, available in all the principal cities of the world. Also, mercan credits, for use in Europe, China, &c.

\$37,518 | 1 prize of . 10,000 | 1 do . 10,000 | 1 do . 7,500 | 50 prizes of . 7,500 | 50 do . 3,000 | 111 do . MORE TO BE ADMIRED THAN THE RICH-

Tickets \$10-halves \$5 quarters \$2 50.

order for tickets and shares and certificates of packages in the above splendid lotteries will receive the most prompt attention, and an account of cach drawing will be sent immediately after it is over te all who order from me.

"Drych a'r Gwylledydet."

Welch Newpaper Olleo, 13 Nasan street, April 12, 1858.

Prov. O. J. Woon: Dear sir: Some month or six weeks ago I received a bottle of your Hair Restorative and gave it my wife, who concluded to try it on her hair, little thinking at the time that it would restore the gray hair to its original color, but to her as well as my aurprise, siter a few week's trial, it has performed that wonder rai effect by turning all the gray hairs to a dark brown, at the same it ims beautifying and thickening the hair. I strongly recommend the above restorative to all persons in want of such a change of their hair. CHARLES CARDEW.

New YORK, July 25, 1857.

Prov. O. J. Woon: With confidence do I recommend your Hair Restorative, as being the most efficacious article I ever asaw. Since the storative, as being the most efficacious article I ever asaw. Since using your Hair lestorative my hair and whiskers, which were almost while, have gravinally grown dark, and I now fool confident that a few more applications will restore them to their natural color. It also has refleved me of all dandruff and unpleasant tiching, so common among persons who perspire freely.

Paor. Woon: About two years ago my hair commenced falling off and turning gray; I was first becoming bald, and had tried many arg last. A few applications facted my marked from the first time it in fully restored to its original color, health, and appearance, and Leberfully recommend its use to all.

D. Holes. CHICARLES, and I holes at least twenty per cent, more in proportion, and retains for one dollar per bottle; the small holds half a piot, and retails for one dollar per bottle; the medlum holds half a piot, and retails for one dollar per bottle; the medlum holds half a piot, and retails for one dollar per bottle; the medlum holds half a piot, and retails for one dollar per bottle; the small holds half a piot, and retails for one dollar per bottle; the small solds as least twenty per cent, more in proportion, and retails for an officency and the s

ARRIVAL OF THE AMERICA.

SUMMARY OF FOREIGN NEWS.

e steamship America arrived at New York on Fri-

On the 9th, in the House of Long vernment intended, read a first time.

The Earl of Malmesbury said the government intended, for reasons which it was unnecessary to refer to, to remove from Cuban waters the squadron now stationed there; but there was no intention whatever of discontinuing the blockade of the coast of Africa.

In the House of Commons, Mr. Disraeli, in response to an inquiry, said government had not taken into consideration the expediency of making use of the Leviathar than the state of the coast of the Leviathar than the state of the coast of the Leviathar than the state of the coast of the Leviathar than the state of the coast of the Leviathar than the state of the coast of the Leviathar than the state of the coast of the Leviathar than the coast of the coast of the Leviathar than the coast of the c

In reply to a deputation on this subject on the 8th, Lord Derby said that he concurred generally in the ob-jects of the deputation. With regard to Brazil, he praised that government for its honesty and good faith in the fulfilment of treaties. With regard to Cuba, he agreed that government for its honesty and good faith in the fulfilment of treaties. With regard to Cuba, he agreed that more could be done by the governor-general of Cuba than by any external force; that every exertion had been and was every day being made to bring the Spanish government to good faith in this matter, and that he trusted this result might be brought about without a resort to coercive measures. That with regard to the French system, as shown in the case of the Regina Culi, there exists the department of the case of the Regina Culi, there tem, as shown in the case of the Regina Celi, there could be no doubt that it was really a new plan of slave-trade; that they were pouring in evidence on this point on the French government, and that he hoped that the French Emperor (in whose desire to put down slavery he had perfect conlidence) would soon be himself convinced that it was slavery in disguise. He feared that in this particular case there was evidence to show that the blacks might be held as consenting parties. With regard to cooly emigration, he explained that Lord Carnarvon's bill was intended to put a stop to the carrying of coolies from India to any forcign possession; that it was their determination to place the cooly emigration to our own possessions on such a footing as should secure fair treatment to the coolies; and he believed that if that could be accomplished the system of Parliament would consent to it) make much difference to Cuba, inasmuch as other countries would take Cuban produce and let us have the supplies from other quarters which formerly went to them. He expressed generally every desire to prevent the slave trade, and assured the deputation that the government would never relax their

THE BRITISH AMERICAN GOLD FIELDS.

gency. The despatch is dated July 1, and says:

had been instructing Governor Douglas, at Victoria, Vancouver's island, as to his conduct in the present emergency. The despatch is dated July 1, and says:

"That while her Majesty's government are determined on preserving the rights both of government and of commerce, which belong to this country, and while they have it in contemplation to furnish you with such a force as they may be able to despatch for your assistance and support in the preservation of law and order, it is no part of their policy to exclude Americans and other foreigners from the gold fields.

"On the contrary, you are distinctly instructed to oppose no obstacle whatever to their resort thither for the purpose of digging in those fields, so long as they submit themselves, in common with the subjects of her Majesty, to the recognition of her authority, and conform to such rules of police as you may have thought proper to establish. The national right to navigate Frazer's river is, of course, a separate question, and one which her Majesty's government must reserve.

"Under the circumstances of so large an immigration of Americans into English territory, I need hardly imposs upon you the importance of caution and delicacy in dealing with those manifold cases of international relationship and feeling which are certain to arise, and which, but for the exercise of temper and discretion, might easily lead to serious complications between two neighboring and powerful States.

"It is impossible by this mail to furnish you with any instructions of a more definite character. Her Majesty's government must leave much to your discretion on this most important subject, and they rely upon your exercising whatever influence and powers you may possess in the manner which, from local knowledge and experience, you conceive to be best calculated to give development to the new country, and to advance imperial interests."

An influential deputation, representing several public bodies, and accompanied by a large number of members of Parliament, had an interview on

in a very precarious position. We have agreed, in order to allay the hazardous excitement of the moment, to abstain from boarding vessels bearing the American flag on the high seas with a view to discovering whether their apparent nationality be real or assumed. So far, therefore, as the operations of the preventive squadron in the West Indies go, there is no possibility of any more foolish or wanton misunderstandings arising out of our equivocal attempt to suppress the slave trude by force of arms. In itself this is a conclusion of the present difficulty greatly to be approved. But if it were supposed to involve a rennaciation of the right which the sbips of every instion naturally possess to satisfy themselves with regard to the

It is reported from Madrid that General O'Donnell will dissolve the Cortes in a very short time. He also stated that he intended to divide the army into large divisions

A semi-official Spanish journal says that the new min-istry is not the less decided than the preceding one to demand explanations from England on the subject of the offensive words of Lord Malmesbury on the question of

Official committees for facilitating the emancipation of the serfs have been formed in 38 of the Russian provinces comprising nearly 10,000,000 serfs.

A letter from Warsaw of the 1st says: "The following is a new trait in the character of the Emperor Alexander, whi h proves how elevated are his views. An agricultural society has just been formed in this city, and it now reckons 1,200 members, composed of the principal landowners of the country. It held its first meeting here a few days since, and a considerable sensation was caused by it, as such an assemblage has never taken place since the last National Diet. The authorities became alarmed, and consulted the Emperor by Official committees for facilitating the emancipation of titles became alarmed, and consulted the Emperor by telegraph. The following answer was, I am informed, returned: 'You say that 1,200 members of the Polish nobility have assembled at Warsaw, and that you feel uneasiness at the circumstance. For my part, I regret that the number is not greater.'"

MISCELLANEOUS NEWS.

Neither the "Agamemnon" nor her tender the "Valorous" had arrived at Queenstown, and nothing further
had transpired in regard to the Atlantio cable. The Niagara and Gorgon were taking coals and would be ready
for sea again about the time the America sailed. The
Agamemnon and Valorous could be coaled and got ready
for sea within three days after their arrival. The directors of the Atlantic Telegraph Company were to meet and
decide upon future action immediately upon the arrival
of the Agamemnon.

M. Marcoleta, the representative of the Costa Rican and Nicaraguan States in Paris and London, has presented his credentials to the French government, and will be received by the Emperor on his return from Plombieres. M. Marcoleta leaves for London to-morrow, to present his credentials there also.

The Paris correspondent of the London Post says that owing to the intervention of the King of the Belgians, the royal family of Prussia and perhaps the Imperial fam-ily of Austria will be properly represented at the Cher-

The Gazette de France remarks that the presence of Quictoria on French territory, after recent dissensions, on; it will be considered as a pledge of a new alli-

nagnificence.

Count Persigny has arrived in London to submit to the

Queen's approval the programme of the fetes which are about to take place at Cherbourg. A postal treaty between Greece and Russia is about to

A Trieste despatch, dated Thursday, states that after the Paris conferences, Fuad Pacha will go to London to demand the evacuation of the Isle of Perim by the Eng-

A railway train between Wolverhampton and Birming-ham was struck by lightning on Thursday during a thunder storm. Every person in the train felt the shock, and the guard was struck with temporary paralysis. The driver and stoker were enveloped in a sheet of flame, but fortunately were not incapacitated from attending to their duties.

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1st auaiter

light lines or less make a square; longer advertis-proportion, and all payable in advance. Advertisen side or thrice a week will be charged 57% cents per insection after the first. Advertisements once a week SUB-MARINE TELEGRAPH-OFFICIAL REPORT

Queenstown, (Ireland.) July 8th, 1858. Sir: I am somewhat mortified and disappointed to eport the arrival of the Niagara at this port on the 5th

ed by it, caught and parted in the Niagara's machinery. A heavy fog and mist had set is soon after the ships separated. We were fortunate enough, however, to get together again in a short time, splice, lower down the cable, and separate from each other as before stated. The Niagara's speed at starting was short of one mile the hour, and gradually increased to two knots six fathous up to 7 o'clock, p. m., and the cable being paid out three and-a-half knots per hour; and from that hour till midnight a uniform speed was maintained of three and-a-half miles the hour, and the cable was paid out, as shown by the indicator, of four-and-half miles the hour. Our machinery was working as well as we could desire, cable running from the coils and going over it with case and regularity, when to our great surprise, at fifteen minutes past one o'clock, a. m., on the 27th, (Sunday,) the electricians reported that there had been no signals from the Agamemmon for the last ten minutes. We kept going on slowly, as previously agreed upon, until

only three-quarters of a mile; second hour, 24 miles; third hour, 3 miles; and the fourth hour 54 miles. From that time until ten minutes after 9 o'clock on Twesday evening, the 29th, (when we coased to get signals from the Agamemnon, and the engines showed down), the speed of the ship had been four and a half miles the hour, and the cable paid out five and a half miles the hour, as shown by the indicator.

The engines were stopped at 10, p. m., and the ship hung in a measure by the cable until twenty minutes after midnight, when it parted, the indicator showing a loss on this occasion of 145 miles 930 fathoms of the cable. Our electricians again thoroughly tested all the cable on board ship, and found the insulation and continuity all perfect, and there was but one opinion among those gentlemen, that the cable parted at or near the Agamemnon, which we shall ascertain when she arrives at this port to fill up her coal.

An arrangement had been made, when the ships separated the 28th instant, that, in the event of any accident to the cable before either should have run one hundred miles, we were to return to the rendezvous, unite the cable, and make another effort to lay it out; if beyond that distance, the vessels were to proceed to Queenstown, fill up with coal, and again renew our efforts.

In the Niagara we had all the coal that we required for laying down our part of the cable. There were serious doubts however, if we run further, or any distance

In the Niagara we had all the coal that we required for laying down our part of the cable. There were serious doubts, however, if we ran further, or any distance beyond the one named, whether the Agamemnon's coal would hold out (without any expenditure in getting back to the rendezvous) and leave her enough to insure steaming back to Valentia Bay with the cable, in the event of no further casualty to it on the way there.

Mr. Everett's machinery has paid out the cable with apparent case and uniformity of strain, and we find it admirably adapted to the work it has to perform in all its rate.

here with the Niagara. We now await the arrival of the Agamemnon and Valorous, when we hope to be off again for the rendezvous in seven or eight days, under more hyperable approach to the

month of June.

It affords me pleasure to report the continued good health of officers and crew.

I have the honor to be, respectfully, your obedient covant,

WM. L. HUDSON, Captain.

Hon. I. Toucey, Secretary of the Navy, Washington, D. C.

CRINOLINE DANGERS.

[From Hali's Journal of Health.]

Whereas the ladies will be admired the world over, however fantastically or ridiculously they may dress; and whereas they will dress to suit themselves, being the actual sovereigns of creation—man being the second fiddle; and whereas the loss of one of them is a public and private calamity: Be it therefore

Resolved ununimously, that our wives and daughters be seriously and frequently cautioned to guard against a terrible death by fire; and that if the dress become ignited, the most certain method of saving life is to lie down on the floor, and roll over and over; or, better still, draw the carpet over the body, head and ears; this will instantly extinguish the flames, and prevent horrible and ghastly scars for life about the face.

It is natural in an accident of this kind for one woman to run to the rescue of another, with self-sacrificing de-